



To the Honorable Council
City of Norfolk, Virginia

March 25, 2014

From: George M. Homewood, AICP CFM, Planning Director

Subject: **Character Districts Terminology and Boundaries**

Reviewed: Ronald H. Williams, Jr., Assistant City Manager *[Signature]* Ward/Superward: Citywide

Approved: *[Signature]* Item Number: PH-8
Marcus D. Jones, City Manager

- I. **Staff Recommendation:** Approval.
- II. **Commission Action:** By a vote of **7 to 0**, the Planning Commission recommends **Approval**.
- III. **Request:** Zoning Ordinance Text Amendment to change "Character District, urban" to "Character District, traditional" and Zoning Ordinance Map Amendment to adopt Character District boundaries.
- IV. **Applicant:** City Planning Commission
- V. **Description**
 - The request would change the terminology in the definitions section of the Zoning Ordinance from "Character District, urban" to "Character District, traditional".
 - This reflects the terminology change that was approved as part of the adoption of *plaNorfolk2030*.
 - The request would also add the Character District boundaries to the Zoning Map.
 - This is necessary to officially define the district boundaries, without which Character District based regulations could not be applied.

Staff point of contact: Jeremy Sharp, AICP at 823-1087, Jeremy.Sharp@norfolk.gov

Attachments:

- Staff Report to CPC dated February 27, 2014 with attachments
- Proponents and Opponents
- Ordinance



City of NORFOLK

To City Planning Commission
City of Norfolk, Virginia

February 27, 2014

From: Jeremy E. Sharp, AICP Senior Planner

Subject: Zoning Text Amendment to change "Character district, urban" to "Character district, traditional" and Zoning Map Amendment to adopt Character District boundaries.

Reviewed: Jeffrey K. Raliski, AICP Long Range Planning Manager

Ward/Superward: Citywide

Approved:

Item Number: 2

George M. Homewood, AICP CFM, Planning Director

I. Recommendation:

Staff recommends approval, as the changes reflect the terminology and boundaries adopted as part of *plaNorfolk2030*.

II. Applicant: City Planning Commission on behalf of the Planning Department

III. Description

This agenda item is to change the terminology of "Character district, urban" to "Character district, traditional" and to amend the Zoning Map to adopt Character District boundaries reflecting those adopted as part of *plaNorfolk2030*.

IV. Analysis

- In 2012 City Council approved two amendments establishing the concept of Character Districts in Norfolk.
 - The *General Plan of Norfolk, 1992* was amended to establish the concept of varying regulations based on general location within the City, in "Downtown", "Urban", and "Suburban" tiers.
 - The text of the *Zoning Ordinance* was amended at the same time to add definitions for each of the three Character Districts, though no regulations utilized the concept at that time and they were not placed on the official zoning map.

- As the adoption process for *plaNorfolk2030* was nearing completion in late-2012, public input suggested changes to the terminology used for one of the three Character Districts.
 - Reflecting the public input, the “Urban” tier was re-named “Traditional” in the draft *plaNorfolk2030*.
- When *plaNorfolk2030* was adopted in March 2013 with the revised designation, no corresponding amendment was made to the *Zoning Ordinance*.
- Since the adoption of *plaNorfolk2030* city staff has been drafting revisions to several chapters of the *Zoning Ordinance* that would utilize the Character District concept.
 - These include chapters related to parking, landscaping, and open space.
- With the first of the *Zoning Ordinance* revisions nearing formal City Planning Commission consideration, it is necessary that the text reflect the current Character District names, and that the official zoning map include the boundaries, established by *plaNorfolk2030*.

V. Financial Impact:

Approval of the amendment is not expected to have any direct financial impact.

VI. Environmental:

Approval of the amendment is not expected to have any direct environmental impact.

VII. Community Outreach/Notification:

- Notice was sent to the civic leagues by the Department of Communications on February 12, 2014.
- Legal notification was placed in *The Virginian-Pilot* on February 13 and 20, 2014.

VIII. Coordination/Outreach:

- This request has been coordinated with the Department of Planning and Community Development and the City Attorney’s Office.

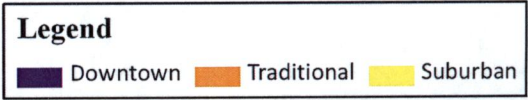
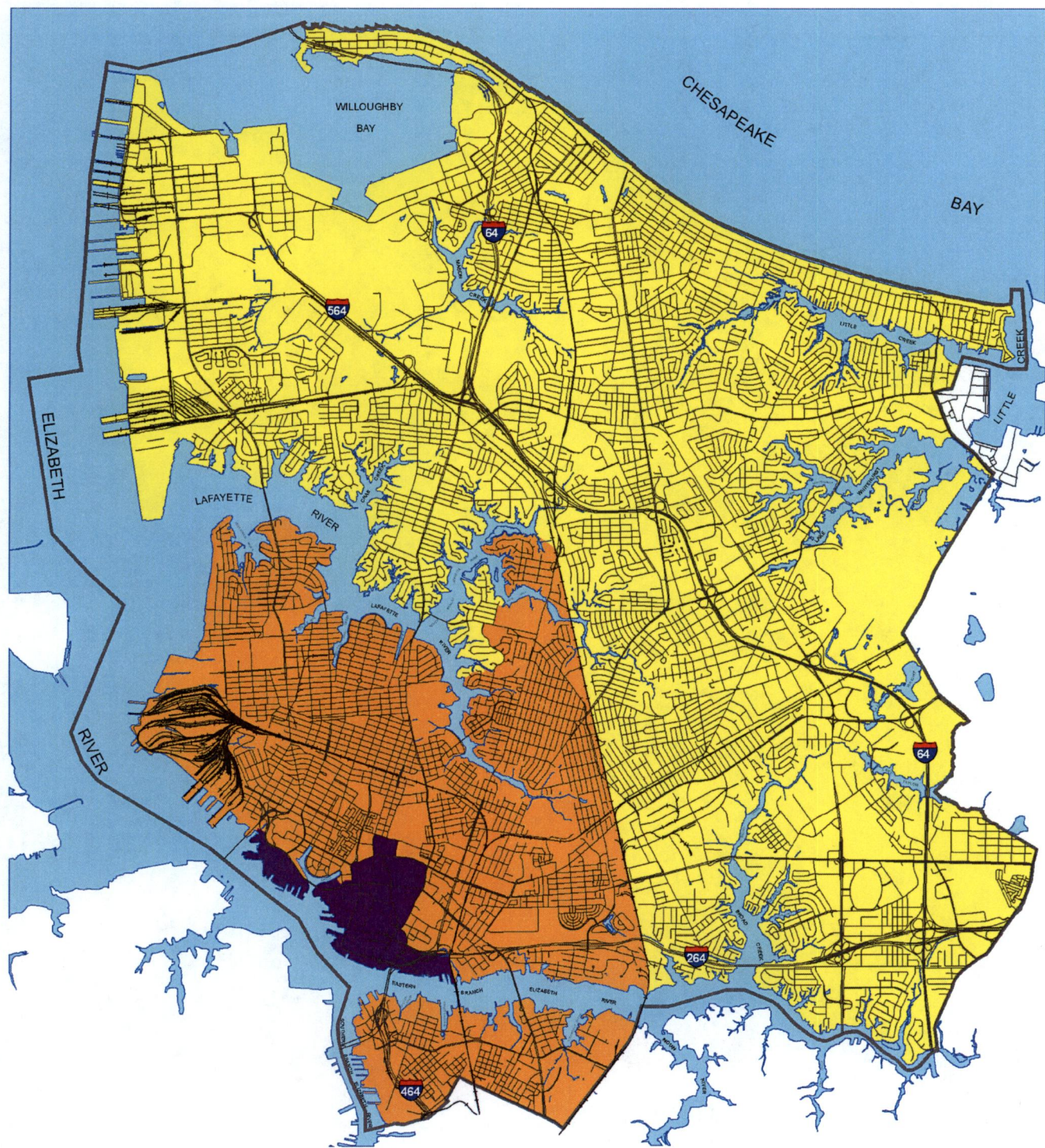
Supporting Material from the Department of Planning and Community Development:

- Text amendment language
- Map of Character District boundaries

2-3 Definitions

...

Character District, ~~Urban~~ Traditional. Area of the city that ~~that~~ has been developed primarily in a traditional, grid pattern of streets, smaller lots, and a greater variety of uses from different use categories located in close proximity to ~~each~~ *one* another.



Proponents and Opponents

Proponents

Thomas G. Johnson III
440 Monticello Avenue, Ste 1700
Norfolk, VA 23510

Opponents

None

Form and Correctness Approved: 

Contents Approved:

By 

Office of the City Attorney

By 
DEPT.

NORFOLK, VIRGINIA

ORDINANCE No.

AN ORDINANCE TO AMEND SECTION 2-3 OF THE ZONING ORDINANCE OF THE CITY OF NORFOLK, 1992, IN ORDER CHANGE THE NAME OF THE "URBAN CHARACTER DISTRICT" TO THE "TRADITIONAL CHARACTER DISTRICT."

- - -

BE IT ORDAINED by the Council of the City of Norfolk:

Section 1:- That Section 2-3 of the Zoning Ordinance of the City of Norfolk, 1992 (as amended), entitled "Definitions," is hereby amended so as to change the name of the "Urban Character District" to the "Traditional Character District." The definition shall read as set forth in "Exhibit A," attached hereto.

Section 2:- That this ordinance shall be in effect from the date of its adoption.

ATTACHMENT:

Exhibit A (1 page)

Exhibit A

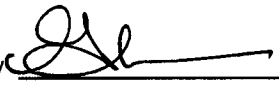
2-3 Definitions.

Character District, Traditional. Area of the city that that has been developed primarily in a traditional, grid pattern of streets, smaller lots, and a greater variety of uses from different use categories located in close proximity to each another.

Form and Correctness Approved

By 
Office of the City Attorney

Contents Approved:

By 
DEPT.

NORFOLK, VIRGINIA

ORDINANCE No.

AN ORDINANCE TO ESTABLISH THE BOUNDARIES OF CHARACTER DISTRICTS FOR PURPOSES OF APPLYING PROVISIONS OF THE ZONING ORDINANCE OF THE CITY OF NORFOLK, 1992.

- - -

BE IT ORDAINED by the Council of the City of Norfolk:

Section 1:- That the properties generally bounded on the south by the Elizabeth River, on the east by the Norfolk Southern Railroad right-of-way for the Lamberts Point Line, on the northeast by the Interstate 264 right-of-way, East City Hall Avenue, Fenchurch Street, Church Street, East Virginia Beach Boulevard, and Salter Street, on the north by East Princess Anne Road, on the northwest by Granby Street, East Virginia Beach Boulevard, Duke Street, The Hague, and West Brambleton Avenue, and on the west by the right-of-way of the Midtown Tunnel are hereby designated as lying within the "Downtown Character District" for purposes of applying the provisions of the Zoning Ordinance of the City of Norfolk, 1992 (as amended). The location of the boundary is more specifically delineated as follows:

Beginning at the point of intersection of the centerline of the Midtown Tunnel with the northern shoreline of the Elizabeth River, thence northeastwardly approximately 690 feet along the centerline of the Midtown Tunnel, thence southeastwardly approximately 165 feet to its intersection with the southern line of the closed Fairfax Avenue; thence southeastwardly along the southern line of the closed Fairfax Avenue to its intersection with the southern line of W. Brambleton Avenue; thence southeastwardly along the southern line of W. Brambleton Avenue (crossing Riverview Avenue, Colley Avenue, Southampton Avenue, and 2nd Street) to its intersection with the southern shoreline of The Hague on the eastern end of the Brambleton Avenue Bridge; thence eastwardly along the southern shoreline of The Hague to the point where it intersects with the western right-of-way of South Mowbray Arch; thence southeastwardly approximately 365 feet along the rear

property line of properties fronting the western side of Yarmouth Street, thence eastwardly approximately 85 feet to the western line of Yarmouth Street; thence eastwardly approximately 20 feet to the centerline of Yarmouth Street; thence northwardly approximately 65 feet along the centerline of Yarmouth Street, thence eastwardly approximately 20 feet to the eastern line of Yarmouth Street; thence eastwardly approximately 40 feet to the rear property line of the properties fronting the eastern side of Yarmouth Street; thence northeastwardly approximately 150 feet along the eastern property line of the properties fronting the eastern side of Yarmouth Street, thence eastwardly approximately 310 feet along the northern property line of the properties fronting the northern side of W. Brambleton Avenue to its intersection with the western line of Duke Street; thence eastwardly approximately 20 feet to the centerline of Duke Street; thence northwardly along the centerline of Duke Street to its intersection with the centerlines of W. Olney Road and W. Virginia Beach Boulevard; thence eastwardly along the centerline of the westbound lanes of W. Virginia Beach Boulevard to its intersection with the centerline of Boush Street; thence eastwardly along the centerline of W. Virginia Beach Boulevard to its intersection with the centerline of Granby Street; thence northwardly along the centerline of Granby Street to its intersection with the centerline of E. Princess Anne Road; thence eastwardly along the centerline of E. Princess Anne Road to its intersection with the centerline of Salter Street; thence southwardly along the centerline of Salter Street to its intersection with the centerline of the westbound lanes of E. Virginia Beach Boulevard; thence eastwardly along the centerline of the westbound lanes of E. Virginia Beach Boulevard to its intersection with the centerline of the northbound lanes of Church Street; thence southwardly along the centerline of the northbound lanes of Church Street to its intersection with the centerline of E. Bute Street; thence southwardly along the centerline of the northbound lanes of Fenchurch Street to the point where it merges with the centerline of the southbound lanes of Fenchurch Street; thence southwardly along the centerline of Fenchurch Street to its intersection with the centerline of the westbound lanes of the I-264 Market Street off-ramp; thence southeastwardly along the centerline of the westbound lanes of the I-264 Market Street off-ramp to a point

where it intersects the centerline of the westbound lanes of the I-264 City Hall Avenue off-ramp; thence eastwardly along the centerline of the westbound lanes of the I-264 City Hall Avenue off-ramp to its intersection with the centerline of the westbound lanes of I-264; thence eastwardly along the centerline of the westbound lanes of I-264 to a point where it intersects the centerline of the western tracks of the Norfolk Southern Railroad Lamberts Point Line; thence southwardly along the centerline of the western tracks of the Norfolk Southern Railroad Lamberts Point line to a point where it intersects the centerline of the main navigation channel of the Eastern Branch of the Elizabeth River; thence westwardly along the centerline of the main navigation channel of the Eastern Branch of the Elizabeth River to its intersection with the city limit of the City of Portsmouth, thence northwestwardly along the city limit of the City of Portsmouth to the centerline of the Midtown Tunnel; thence northeastwardly along the centerline of the Midtown Tunnel to the point of beginning.

Section 2:- That the properties generally bounded on the south by the corporate limits of the City of Chesapeake, on the east by the Norfolk Southern Railroad right-of-way for the Sewells Point Line, on the north by the Northern Branch of the Lafayette River, on the northwest by Wayne Creek, Huntington Place, Willow Wood Drive, Norway Place, Ashland Circle, and the Lafayette River, on the west by the Elizabeth River, and on the southwest by the Norfolk Southern Railroad right-of-way for the Lamberts Point Line, Interstate 264, East City Hall Avenue, Fenchurch Street, Church Street, East Virginia Beach Boulevard, Salter Street, East Princess Anne Road, Granby Street, Duke Street, the Hague, West Brambleton Avenue, the Midtown Tunnel, and the Elizabeth River are hereby designated as lying within the "Traditional Character District" for purposes of applying the provisions of the Zoning Ordinance of the City of Norfolk, 1992 (as amended). The location of the boundary is more specifically delineated as follows:

Beginning at the point of intersection of the centerline of the southbound lanes of Hampton Boulevard with the centerline of the main navigation channel of the Lafayette River, thence eastwardly along the centerline of the main navigation channel of the Lafayette River to a point approximately 475 feet due east of the end of LaValette Avenue, thence eastwardly approximately 475 feet to the point where it intersects with the rear

property line of the properties fronting the southern side of Baecher Lane; thence northeastwardly approximately 400 feet along the rear property line of the properties fronting the southern side of Baecher Lane, thence northeastwardly approximately 130 feet along the rear property line of the properties fronting the western side of Ashland Circle, thence northeastwardly approximately 50 feet, crossing the centerline of Baecher Lane, to a point where it intersects the rear property line of the properties fronting the northwestern side of Ashland Circle; thence eastwardly approximately 550 feet along the rear property line of the properties fronting the northwestern side of Ashland Circle, thence eastwardly approximately 50 feet, crossing the centerline of Holly Point Road, to a point where it intersects the rear property line of the properties fronting the northern side of Ashland Avenue; thence eastwardly approximately 550 feet along the rear property line of the properties fronting the northern side of Ashland Avenue, thence eastwardly approximately 25 feet to its intersection with the centerline of Norway Place; thence northwardly along the centerline of Norway Place to its intersection with the centerlines of the northbound and southbound lanes of Norway Place; thence northwardly along the centerline of the northbound lanes of Norway Place to its intersection with the centerline of Willow Wood Drive; thence eastwardly along the centerline of Willow Wood Drive to its intersection with the centerline of Huntington Place; thence northwardly approximately 980 feet along the centerline of Huntington Place, thence eastwardly approximately 25 feet to the point where it intersects the northern property line of Lakewood Park, thence eastwardly approximately 205 feet along the northern property line of Lakewood Park to its intersection with the southern shoreline of Wayne Creek; thence eastwardly along the southern shoreline of Wayne Creek to its northernmost point within Lakewood Park, thence northwardly approximately 205 feet to its intersection with the centerline of the main navigation channel of Wayne Creek; thence westwardly along the centerline of the main navigation channel of Wayne Creek to its intersection with the centerline of the main navigation channel of the North Branch of the Lafayette River; thence northwardly along the centerline of the main navigation channel of the North Branch of the Lafayette River to a point where it intersects the

western line of the Norfolk Southern Railroad Sewells Point Line right-of-way; thence eastwardly approximately 50 feet to the centerline of the Norfolk Southern Railroad Sewells Point Line; thence southwardly along the centerline of the Norfolk Southern Railroad Sewells Point Line to a point where it divides into eastern and western tracks; thence southwardly along the centerline of the western tracks of the Norfolk Southern Railroad Sewells Point Line to a point where it combines with the eastern tracks; thence southwardly to a point where it intersects the city limit of the City of Chesapeake; thence southwardly along the city limit of the City of Chesapeake to its intersection with the city limit of the City of Portsmouth; thence northwardly along the city limit of the City of Portsmouth to a point where it intersects the centerline of the main navigation channel of the Eastern Branch of the Elizabeth River; thence eastwardly along the main navigation channel of the Eastern Branch of the Elizabeth River to its intersection with the centerline of the western tracks of the Norfolk Southern Railroad Lamberts Point Line; thence northwardly along the centerline of the western tracks of the Norfolk Southern Railroad Lamberts Point Line to a point where it intersects with the centerline of the westbound lanes of I-264; thence westwardly along the centerline of the westbound lanes of I-264 to its intersection with the centerline of the westbound lanes of the I-264 City Hall Avenue off-ramp; thence westwardly along the centerline of the westbound lanes of the I-264 City Hall Avenue off-ramp to a point where it intersects the centerline of the westbound lanes of the I-264 Market Street off-ramp; thence northwardly along the centerline of the westbound lanes of the I-264 Market Street off-ramp to its intersection with the centerline of Fenchurch Street; thence northwardly along the centerline of Fenchurch Street to a point where it divides into northbound and southbound lanes; thence northwardly along the centerline of the northbound lanes of Fenchurch Street to its intersection with the centerline of E. Bute Street; thence northwardly along the centerline of the northbound lanes of Church Street to its intersection with the centerline of the westbound lanes of E. Virginia Beach Boulevard; thence westwardly along the centerline of the westbound lanes of E. Virginia Beach Boulevard to its intersection with the centerline of Salter Street; thence northwardly along the centerline of Salter Street to its intersection with

the centerline of E. Princess Anne Road; thence westwardly along the centerline of E. Princess Anne Road to its intersection with the centerline of Granby Street; thence southwardly along the centerline of Granby Street to its intersection with the centerline with Virginia Beach Boulevard; thence westwardly along the centerline of W. Virginia Beach Boulevard to its intersection with the centerline of Boush Street; thence westwardly along the centerline of the westbound lanes of W. Virginia Beach Boulevard to its intersection with the centerlines of W. Olney Road and Duke Street; thence southwardly approximately 750 feet along the centerline of Duke Street, thence westwardly approximately 20 feet to the northern property line of the properties fronting the northern side of W. Brambleton Avenue; thence westwardly approximately 310 feet along the northern property line of the properties fronting the northern side of W. Brambleton Avenue, thence southwestwardly along the eastern property line of the properties fronting the eastern side of Yarmouth Street to its intersection with the eastern line of Yarmouth Street; thence westwardly approximately 40 feet to the centerline of Yarmouth Street, thence southwardly approximately 65 feet along the centerline of Yarmouth Street, thence westwardly approximately 20 feet to the southern property line of properties fronting on the western side of Yarmouth Street; thence westwardly approximately 85 feet along the southern property line of properties fronting the western side of Yarmouth Street, thence northwestwardly approximately 365 feet along the western property line of properties fronting the western side of Yarmouth Street to a point where it intersects with the northern right of way of South Mowbray Arch; thence westwardly along the southern shoreline of The Hague to a point where it intersects with the southern line of W. Brambleton Avenue at the eastern end of the Brambleton Avenue Bridge; thence westwardly along the southern line of W. Brambleton Avenue (crossing 2nd Street, Southampton Avenue, Colley Avenue, and Riverview Avenue) to its intersection with the southern line of the closed Fairfax Avenue; thence northwestwardly along the southern line of the closed Fairfax Avenue to its intersection with the eastern line of the Midtown Tunnel right-of-way; thence northwestwardly approximately 165 feet to its intersection with the centerline of the Midtown Tunnel; thence southwestwardly along the centerline of the

Midtown Tunnel to its intersection with the city limit of the City of Portsmouth; thence northwestwardly along the city limit of the City of Portsmouth to its intersection with the centerline of the main navigation channel of the Lafayette River; thence northeastwardly along the centerline of the main navigation channel of the Lafayette River to the point of beginning.

Section 3:- That the properties generally bounded on the south by the Eastern Branch of the Elizabeth River, on the east by the corporate limits of the City of Virginia Beach, on the north by the Chesapeake Bay, on the west by the Elizabeth River, and on the southwest by the Lafayette River, Ashland Circle, Norway Place, Willow Wood Drive, Huntington Place, Wayne Creek, the Northern Branch of the Lafayette River, and the Norfolk Southern Railroad right-of-way for the Sewells Point Line are hereby designated as lying within the "Suburban Character District" for purposes of applying the provisions of the Zoning Ordinance of the City of Norfolk, 1992 (as amended). The location of the boundary is more specifically delineated as follows:

Beginning at the point of intersection of the centerline of the westbound lanes of the I-64 Hampton Roads Bridge Tunnel with the city limit of the City of Norfolk, thence eastwardly along the city limit of the City of Norfolk to its intersection with the city limit of the City of Virginia Beach; thence southwardly along the city limit of the City of Virginia Beach to its intersection with the city limit of the City of Chesapeake; thence westwardly along the city limit of the City of Chesapeake to the point where it intersects the centerline of the Norfolk Southern Railroad Sewells Point Line to a point where it divides into eastern and western tracks; thence northwardly along the western tracks of the Norfolk Southern Railroad Sewells Point Line; to a point approximately 50 feet east of the eastern end of the centerline of the main navigation channel of the North Branch of the Lafayette River, thence westwardly approximately 50 feet to a point where it intersects the eastern end of the centerline of the main navigation channel of the North Branch of the Lafayette River; thence westwardly along the centerline of the main navigation channel of the North Branch of the Lafayette River to its intersection with the centerline of the main navigation channel of Wayne Creek; thence eastwardly along the centerline of the main navigation channel of Wayne Creek to a point approximately 205 feet

north of the northernmost point of Lakewood Park; thence southwardly approximately 205 feet to its intersection with the southern shoreline of Wayne Creek; thence westwardly along the southern shoreline of Wayne Creek to a point where it intersects the northern property line of Lakewood Park approximately 205 feet east of the eastern line of Huntington Place; thence westwardly approximately 205 feet along the northern property line of Lakewood park to its intersection with the eastern line of Huntington Place; thence westwardly approximately 25 feet to a point where it intersects the centerline of Huntington Place; thence southwardly along the centerline of Huntington Place to its intersection with Willow Wood Drive; thence westwardly along the centerline of Willow Wood Drive to its intersection with the centerline of the northbound lanes of Norway Place; thence southwardly along the centerline of the northbound lanes of Norway Place to its intersection with the centerline of the southbound lanes of Norway Place; thence southwardly along Norway Place to a point approximately 110 feet north of the intersection of the centerline of Norway Place with the centerline of Ashland Avenue; thence westwardly approximately 25 feet to a point where it intersects the rear property line of the properties fronting the northern side of Ashland Avenue; thence westwardly approximately 550 feet along the rear property line of the properties fronting the northern side of Ashland Avenue, thence westwardly approximately 50 feet, crossing the centerline of Holly Point Road, to a point where it intersects the rear property line of the properties fronting the northwestern side of Ashland Circle; thence westwardly approximately 550 feet along the rear property line of the properties fronting the northwestern side of Ashland Avenue; thence southwestwardly approximately 50 feet, crossing the centerline of Baecher Lane, to a point where it intersects the rear property line of the properties fronting the western side of Ashland Circle; thence southwestwardly approximately 130 feet along the rear property line of the properties fronting the western side of Ashland Circle, thence southwestwardly approximately 400 feet along the rear property line of the properties fronting the southern side of Baecher Lane, thence westwardly approximately 475 feet to its intersection with centerline of the main navigational channel of the Lafayette River; thence northwardly along the centerline of the main navigational channel of the

Lafayette River to its intersection with the city limit of the City of Norfolk; thence northwardly along the city limit of the City of Norfolk to the point of beginning.

Section 4:- That the official Zoning Map for the City of Norfolk is hereby amended and reordained so as to reflect the foregoing Character District designations.

Section 5:- That this ordinance shall be in effect from the date of its adoption.